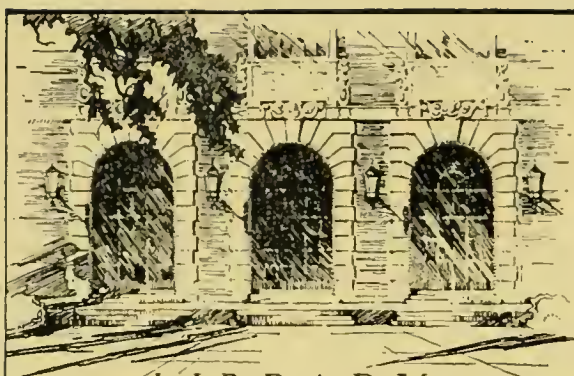


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THE CHICAGO BOOK

photographs by Korth





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THE
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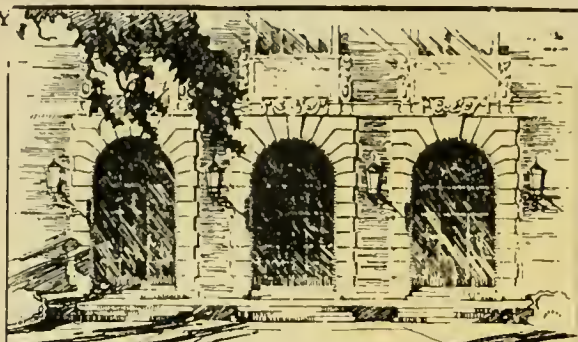
FRED G. KORTH, CHICAGO 11

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ILLINOIS HISTORICAL SURVEY

Father Marquette blesses the swampland destined to become a great metropolis—
mosaic in the lobby of the Marquette Building



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THE CHICAGO STORY is compounded of the elements that make up all great stories. It has its heroes and its villains. It has suspense, comedy, tragedy, high and low moments. Most of all, there is adventure; rarely is the scene placid or the action calm.

In its young and vibrant lifetime Chicago has been called by many names: Garden City, Queen of the Lake, Gem of the Prairie, Windy City. Each name, reflecting only one aspect of its character, has somehow failed to express its whole personality. Perhaps Carl Sandburg, its unofficial poet laureate, came closest when he called it the "City of the Big Shoulders."

Chicago was an obscure dab of swampland when, in the summer of 1673, the French priest-explorer, Father Jacques Marquette, came upon it while paddling up the Chicago River with a handful of priests, guides and friendly Indians. It remained little more than that, except for tents and a cabin or two set up by fur traders, for over 100 years of French rule.

Then, after the Revolutionary War and subsequent battles between local Indian tribes and the young United States, General Anthony Wayne—"Mad Anthony" of Revolutionary War fame—insisted, in the Treaty of Greenville, that the defeated Indians cede to the new republic an area six miles square around this spot on which to erect a fort.

So here, in 1803, was established a garrison fort named for Henry Dearborn, secretary of war, on a site where the Michigan Avenue Bridge now stands. A few settlers trickled in, notably John Kinzie, who came to trade shrewdly and profitably with the Indians. And at this fort, the metropolis-to-be suffered its first major tragedy, when in August 1812 unfriendly Pottawattomies fell upon its little band of inhabitants and militiamen, slaughtering most of them and burning the fort to the ground.

Yet this was not, as it well could have been, a death blow. Congress, with Kinzie urging it on, voted to rebuild Fort Dearborn, and this was done four years later. Still there was little progress and little migration. For 15 years the place remained a mudhole, surpassed by such thriving downstate communities as Vandalia and Kaskaskia.

But in the 1830's a series of events, coupled with the city's natural assets, gave new impetus to its development.

It was, to be sure, still a grubby little place, with abominable housing, muddy streets, pigs grunting down the highways, wolves howling at the outer limits. But it made progress. It was named the seat of the new Cook

County. Here a hotel was built, there a riverside packing plant. A few main streets were laid out, State, Archer, Madison. A small sum for a harbor came from Congress. In August 1833, Chicago was officially incorporated as a town, and by the end of that year its population of 150 had doubled as daring folk came from the east by water, by covered wagon, or on foot.

The financial panic of 1837 stopped the town's march for a while. People stopped coming. Business was at a standstill. Land values dropped. And yet there was no halting this muscular infant. Its vigorous first mayor, William Ogden, urged the citizens to raise their own food, and front-yard gardens sprouted. The city had its motto of those days, "Urbs in Horto", City in a Garden.

Now hospitals went up, hotels and more buildings, and factories making chairs, iron and machinery. In the 1840's, Ogden's railroad, the Galena and Chicago Union, the city's first, came into being, to be expanded later into the mighty Chicago and North Western, thereby joining other roads which were stringing out their steel ribbons, the Illinois Central, Rock Island, Burlington. Even the muddy streets, at which the whole country jeered, were improved by raising half of them 14 feet above soggy ground.

There were other acts of good fortune, natural and man-made. A surplus of grain in the surrounding areas transformed the city into a storehouse for wheat, and within a decade after the dread depression elevators on the river banks stored half a million bushels, an amount multiplied 25 times over in the next few years. Cyrus McCormick came to establish a major industry with his reaper works. The Illinois-Michigan Canal linked the Illinois River with Lake Michigan and the Chicago River and reversed the flow of grain and pork to the Gulf of Mexico so that in a decade Chicago, less than 40 years old, had ten times the grain receipts of venerable New Orleans.

The migration started in earnest in these years. Chicago was joined to the east by the Michigan Southern and Michigan Central rails. And soon the population grew from 30,000 to 60,000 and the cocky little town was calling itself "Queen of the Lake."

She had, this young queen, plenty of tawdry qualities too, but her subjects cared not a whit for the jibes and taunts of non-Chicagoans. Chicago thumbed its nose at the other cities and wangled the 1860 Republican Convention, cheering or hissing as Abraham Lincoln was nom-

inated for the Presidency in the rickety Wigwam. It boasted of its new enterprises: Lyon and Healy, the world's largest music store; Marshall Field and Company, established by the two young business geniuses, Marshall Field I and Levi Leiter, with the dictum "The Customer is Always Right"; George Pullman, building his sleeping car "The Pioneer", creating a new industry. The town welcomed all comers: adventurers, dock hands and solid citizens; gunmen and ministers, merchants, clerks, card sharps, barkeepers, all who sought here a paradise of opportunity.

And then another tragedy, the greatest in the city's history. Legend has it that a cow kicked over a lantern. A ramshackle barn burned, a wind picked up its searing flames and in 27 hours of horror in that year of 1871 the city nearly vanished.

But all that characteristic hustle and bustle so evident in the city's everyday affairs was not superficial, but genuine and deep. Even before the embers of the flaming city had cooled, the rebuilding began. In three years, with an amazing show of vigor and energy, Chicago was refashioned, with such wonders as the Palmer House, new department stores, a 10-story skyscraper, cable cars on State Street.

In the three decades after the Great Fire, the city's pace was swift, assured, confident. New heroes and heroines: Jane Addams, who founded Hull House to care for the social and educational needs of the poor and underprivileged; William Rainey Harper, the calm-eyed professor who built his University of Chicago on the far South Side; George Cole, a militant reformer who helped clean up the city. New businesses: Montgomery Ward and Sears, Roebuck and Co., world's foremost mail order houses. New villains: the "Gray Wolves" of the city council, the legislative boodlers, the men and women of the Levee. New leaders: Carter Harrison, five times mayor, typified, with his zeal and zest for living, the city's robust spirit.

The world gasped, sneered, or denounced the acts of this swaggering husky on the Lake Michigan shore. Yet it came to admire when in 1893, the sandy tracts along that shore were transformed into the white city of the World's Columbian Exposition.

With the new century, the city, its knees buckled only slightly by a passing depression, made new strides. It was entering, some said, a fulfillment of its destiny.

Now the daring of the early pioneers reflected itself in the cry of Daniel

Burnham, who originated the Chicago Plan: "Make no little plans! Aim high!" Burnham, with Charles Wacker and other leaders, devised a long-range plan of improvements, later realized, of beautiful boulevards and parks, double-deck streets and massive bridges.

A new age of industry unfolded as steel plants expanded and railroads multiplied. The building boom of the 1920's paralleled the face-lifting of the lake front. An airport made the city the hub of transcontinental aviation.

Nor did the city's cultural life lag. The Art Institute and the Chicago Symphony, first under Theodore Thomas and later under Frederick Stock, became world-honored. And writers, as Harry Hansen, the critic, once wrote, were "pulled to Chicago like satellites to a planet." By the 1930's, with the depression gaining its full momentum, Chicago, cocky as ever, could laugh at fate and stage its hundredth birthday, the Century of Progress Exposition.

World War II gave the city another chance to show its strength and frontier-town friendliness. It was the country's largest producer of war goods. It sold more war bonds, collected more salvage material, entertained more servicemen than any other city. The post-war years brought to fruition some of the projects planned in the 1930's: a \$40,000,000 school-building program, 8,000 miles of railroad track in the industrial area alone, 35,000 acres of parks and forest preserves, firm leadership in manufacture of steel and its products.

And, as any Chicagoan will tell you, this is only the beginning. The nation's second largest city, Chicago has an insatiable yearning to be its first.

"I Will" is not an empty, vague motto in this city. The vitality and vigor that earlier generations put into such seemingly simple projects—erecting a fort or raising the streets or installing cable cars or even reversing the flow of the Chicago River—will go into such endeavors of the future as better transportation, better schooling, better housing, better government.

What Chicago wills, Chicago—despite obstacles, hardships or delays—does.

Towering buildings look down upon the Michigan Avenue Bridge
at the original site of Fort Dearborn.







in the Gold Coast Towertown while below street lights
of the Outer Drive resemble a line of fairy lanterns.



Chicago's downtown skyline across the expanse of its magnificent front yard—Grant Park.



Waves lap the sands of Oak Street Beach on the Near North Side.



Looking west over the Chicago River, spanned by draw-bridges which link the North Side with Wacker Drive.



Looking north across the Michigan Avenue Bridge to the white facade of the Wrigley Building, the Gothic Tribune Tower and the minaretted Sheraton Hotel.



The Outer Drive draw-bridge opens to allow a shipload of pleasure bound Chicagoans to begin their lake cruise.



The Pure Oil Building and its neighbors . . . the Wrigley Buildings brilliantly illuminated,



. . . the Merchandise Mart and the northeast section of Towertown stand out in these night views along the river.



Steel and Stone. The Merchandise Mart, the city within a city,
seen from Franklin Street Bridge.



Just west of the Loop tower the Daily News and Civic Opera Buildings.



Hurrying shoppers pass beneath the famous clock of the Marshall Field and Company store, birthplace of the slogan: "The Customer is Always Right."



Lunch hour fashion shows are frequent at Field's famed Walnut Room.



State Street, notionally known as a shopping center, is always busy. Across the street is Carson Pirie Scott, another one of the many fine department stores.



Looking south on LaSalle Street,
financial center of the
mid-continent, toward
the Board of Trade Building.



A city, like an army, marches on its stomach. Here at the West Randolph Street market farmers deliver their produce to the wholesaler.



Two blocks south of Randolph, scores of taverns and flophouses line the sidewalks of West Madison Street's Skid Row.





Chinatown altar. Two girls in native dress burn incense in commemoration of China's national holiday, the Tenth Day of the Tenth Month.

On Sunday colorful Maxwell Street with its old world open air stalls, becomes the mecca for bargain hunters. Everything from a rusty nail to an Oriental rug is on sale here.



Nestled among skyscraper apartments are the rooftops of old Gold Coast mansions.



These Garden Apartments, built by Marshall Field, were the first major slum clearing project.



One-family homes predominate in this west side neighborhood. Chicago has hundreds of thousands of such dwellings.



Chicagoans park their cars in the municipally operated Grant Park lot . . .



Elevated trains swing from Wabash Avenue into Lake Street over the tracks which form the famous Loop.



... and drive home over the Outer Drive or the many other fine boulevards.

Monroe Subway Station. Eventually Chicagoans hope to replace all of the "L" with modern speedy subway transportation.





Merchant ships flying foreign flags are as familiar a sight on the Chicago River as the local lake excursion boats.



Pleasure boat harbors lure thousands of weekend sailors to the lake front all summer long.



Members of the Columbia Yacht Club prepare their boats for the race to Michigan City.



Under full sail, a group of yachts begins an exciting race, just south of Navy Pier.



Oak Street Beach is one reason why Chicagoans love their city's greatest asset, the Lake Michigan waterfront.



As perfect in detail as their large counterparts, these small boats compete in the National Miniature Boat Races at their special Burnham Park pond.



From May to September uncounted thousands of South Siders enjoy invigorating outings at Jackson Park Beach.



Whether you ride a horse or bicycle, Chicago's parks and forest preserves beckon.





Bandshell in Grant Park with the huge Stevens Hotel forming part of the background. Here free public concerts by world-famed artists attract thousands on summer evenings.



Adler Planetarium, located on a promontory jutting into the lake, houses the famous and intricate instrument capable of projecting the star patterns of all ages.





South entrance of the stately Chicago Natural History Museum in Grant Park.



Another lake front lure to tourist and native alike is the beauty of the cascading waters of Buckingham Fountain.



The Chicago Public Library on Michigan Avenue. It has sixty branches and sub-branches all over the city.



One of the reading rooms of the John Crerar Library, the world's largest public library devoted exclusively to science, technology and medicine.



The Art Institute of Chicago houses exhibits of all great art, both classic and modern.



The annual students' show of the Institute's famous art school.



The Museum of Science and Industry in Jackson Park, housed in the original Fine Arts Building of the 1893 Columbian Exposition, features models of many historic and modern inventions and technical achievements.



These main floor exhibits include a coal mine, an oil derrick, boats, steam engines and planes.



Part of Northwestern University's Chicago campus and medical center. Greater Chicago has 54 universities, colleges and other institutions of higher learning.



The huge Technological Institute dominates this section of Northwestern's Evanston campus.



Deering Library and Quadrangle buildings on Evanston campus.



Tense moment in a Big Ten game at Northwestern's Dyche Stadium.



University of Chicago campus on the historic Midway. Plainly visible at the left is Stagg Field, scene of past gridiron glories and site of the world's first atomic chain reaction.



U. of C. students walk through a shaded archway on their way to classes.



The tower of Rockefeller Memorial Chapel looms up behind Oriental Institute at U. of C. campus.



Madonna Della Strata Chapel at Loyola University.



Fourth Presbyterian Church on upper Michigan Avenue.



The Bahai Temple in Wilmette is a North Shore landmark.



South Shore High, one of the city's newer schools.



Outdoor art fairs were born in Chicago during the thirties. Since then exhibits like this one have often brought art to the man on the street.



The Chicago Zoological Park in suburban Brookfield attracts nearly two million visitors annually. Although they come to see the zoo's thousands of animals, visitors spend most of their time watching the antics of polar bears and monkeys.





Bushman, the most valuable animal in captivity, is the number one magnet for the public at the Lincoln Park Zoo.

Marine life in a variety of colors and forms is magnificently displayed in the Shedd Aquarium on the lake front.





Evening time is playtime
at Riverview Amusement Park.

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A capacity crowd cheers the Cubs at their North Side park.



Rounding the turn at Arlington Park.



Eighteenth hole at Tam O'Shanter's annual tournament.



Randolph Street, center of the downtown theatrical district.



Chicago offers a variety of fine eating places. One of the most unusual is Jacques French Garden Restaurant.



The Chez Paree Adorables dance for a packed house at their popular night spot.



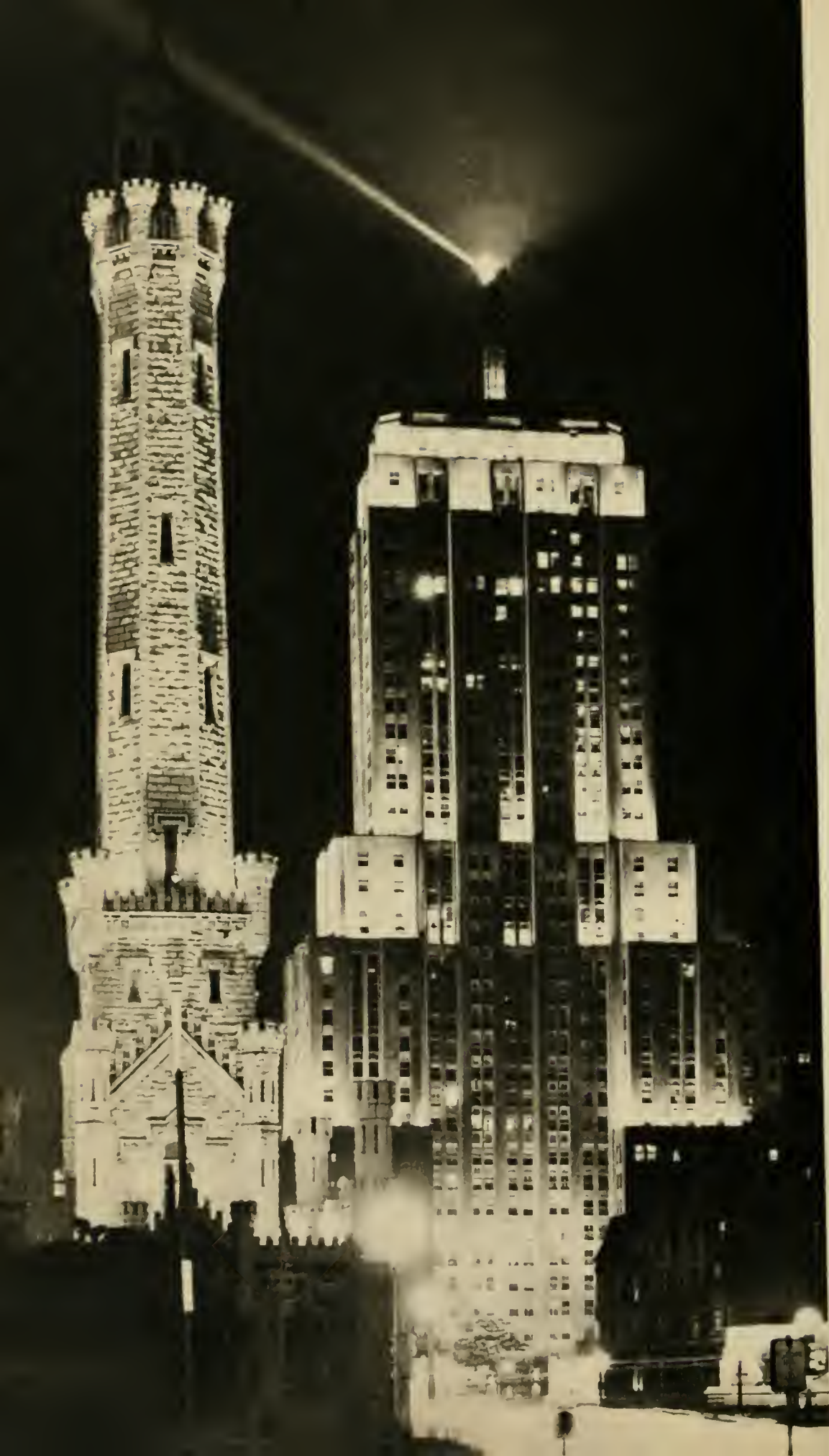
A floor show to which you may take the kiddies. The outdoor Beach Walk at the famous Edgewater Beach Hotel.



Night Club Row on upper Rush Street.



Dixieland devotees flock to hear their favorites at Jazz, Ltd.



The Old and the New.
The historic Water Tower,
a landmark that survived
the great fire of 1871,
and the modern Palm-
olive Building with its
huge aviation beacon.

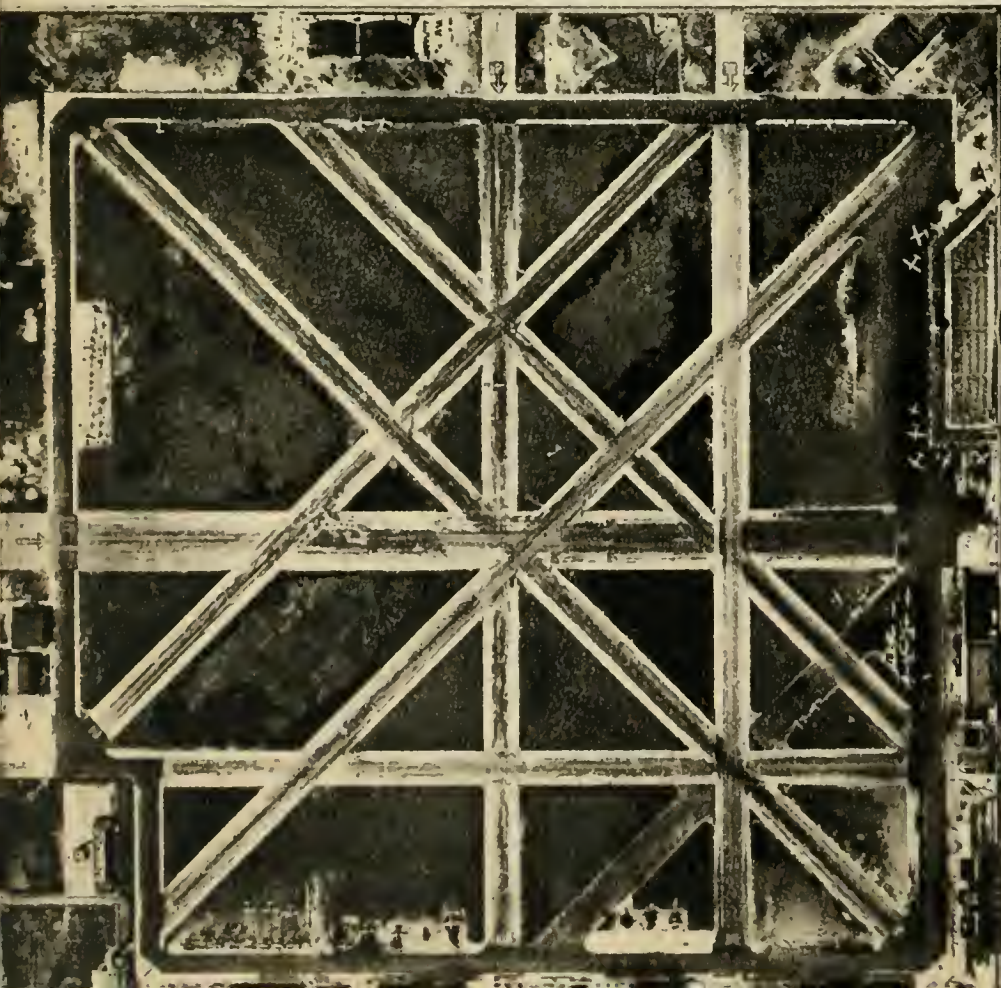


Chicago leads the world as a railroad center. Twenty-three railroads serve the city with nearly eighteen hundred trains daily.





Midtown Chicago as the
airline passenger sees it.



An intricate pattern of
runways covers the
Chicago Municipal Airport.



At some hours of the day three planes a minute arrive and depart here at the Municipal Airport.



Big enough to hold a full-sized football field. One of the two hangars built by American Airlines for the giant flagships of today and the even larger planes of tomorrow.



Ore boats, unloading docks and stockpiles beside a row of blast furnaces at South Chicago Works of Carnegie-Illinois Steel Corporation.



Backbone of America's industrial
might—steel in the making at the
world's largest mill in Gary.



A giant ladle pours white hot steel
into ingot molds at the
Inland Steel Company plant.



A far cry from the crude implements produced in Cyrus McCormick's original shop are these modern tractors made by International Harvester Company.



Assembly line at Diamond T Motor Car Company, largest exclusive manufacturers of trucks.



Resembling a giant's laboratory is this Standard Oil refinery at Whiting.



Reproduced from FORTUNE Magazine by special permission of the Editors.

One of the reasons Chicago is in the forefront of food processing is this great plant of the Corn Products Refining Company at Argo.



Medical products from the renowned Abbott Laboratories at North Chicago are sent all over the world to help save lives and relieve suffering.



Skyline seen from Grant Park as darkness falls.

ABOUT THE PHOTOGRAPHS IN THIS BOOK

Every photograph in this book may be duplicated by the serious amateur, who has the determination, patience and willingness to undertake a certain amount of hard work.

This book was conceived in 1926. It was then that I first moved to Chicago and searched in vain for photographs that reflected the many-faceted spirit of this teeming metropolis. They simply were not available. Thus came the inspiration that led me to take up photography in earnest and become an advertising and industrial photographer. It meant learning to use all kinds of cameras, to experiment with many techniques, and to learn to see and memorize lighting effects, seasonal changes, and the ever varying traffic patterns.

Every camera has its limitations. For architectural pictures of tall buildings a view camera with wide-angle lens and extreme front movement is essential. An aerial view with a thousand details requires a bigger and heavier camera than a close-up snapshot of youngsters at the beach. No camera is useless, however, unless it is out of order. And no camera ever made a picture. There are few tricks involved, mostly just clean and honest workmanship, patience and a sense for composition and lighting.

One method for city night pictures, for instance, requires a substantial tripod and making a short exposure of the scene in very late daylight. Then two hours later, when the sky is absolutely dark, when lights shine from windows and on the streets, the photographer makes a long exposure for these lights on the same film. This procedure insures an outline of the buildings so as to avoid the effect of bright windows floating in utter darkness.

Another trick concerns traffic scenes. When walking along State Street one feels as if people were jam-packed as neatly layered as the traditional sardines. Looking at the same scene from a second or third floor window, however, a lot of concrete pavement is visible. For pictures of crowds, therefore, the ideal camera level is about ten feet above the street. I learned to put a press camera on a tripod, and to hold the legs of the tripod together in my hand, supporting the camera four feet above my head. With one hand I then operated a shutter cable release of five foot length when the subject appealed to me.

Often the best pictures are those which appear to be spontaneous and lucky snapshots. This should fool nobody. Indeed, a good photograph very rarely is achieved by accident. One has to work for it. It is best to do all the planning before clicking the shutter.

If the pictures reproduced in this book prove helpful to others in seeing or photographing the great city of Chicago, I shall feel that the effort of preparing this book has been worthwhile.

FRED G. KORTH

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Sunset over Chicago silhouettes the American
Furniture Mart as seen from Navy Pier.



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